

Stores Branch

F/O. W. J. B. Elliott is promoted to the rank of Flight Lieutenant (January 10).

Accountant Branch

W/O. P. J. Holt is granted a permanent commission as Flying Officer on probation, with effect from and with seniority of February 17.

Medical Branch

Flt. Lt. A. L. St. A. McClosky, M.R.C.S., L.R.C.P., is promoted to the rank of Squadron Leader (March 1).

Miscellaneous

F/O. (Honorary Flt. Lt.) C. R. Richdale is promoted to the rank of Flight Lieutenant (February 15).

Commissioned Engineer Officer

W/O. B. H. Rolles is granted a permanent commission as Flying Officer on probation, with effect from February 18 and with seniority of September 19, 1935.

ROYAL AIR FORCE RESERVE*Reserve of Air Force Officers**General Duties Branch*

Flying Officer N. Foster-Packer is transferred from Class A to Class C (February 15).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Group Captain.—J. C. Russell, D.S.O., to R.A.F. Station, Aldergrove; to command, 28.1.36.

Squadron Leader.—O. R. Gaylord, D.F.C., A.F.C., to D.O.I., Dept. of C.A.S., Air Ministry; for Air Staff duties, 24.2.36.

Flight Lieutenants.—V. H. Clift, to Marine Aircraft Experimental Establishment, Felixstowe, 27.2.36. E. A. C. Britton, D.F.C., to No. 7 Flying Training School, Peterborough, 24.2.36.

Flying Officer.—C. H. B. Bullock, to No. 3 Armament Training Camp, Sutton Bridge, 27.2.36.

Acting Pilot Officers.—M. Beckett, to No. 57 (B) Squadron, Upper Heyford, 24.2.36. J. Vivian, to No. 4 (Army Co-operation) Squadron, South Farnborough, 29.2.36. H. A. R. Holdford, D. Nolan-Neylan, R. Williams, to No. 10 (B) Squadron, Boscombe Down, 29.2.36. N. A. N. Bray, L. E. Cryer, T. W. C. Fazan, to No. 13 (Army Co-operation) Squadron, Old Sarum, 29.2.36. G. A. Corder, J. A. Kent, to No. 19 (F) Squadron, Duxford, 29.2.36. A. J. Trumble, to No. 36 (F) Squadron, North Weald, 29.2.36. J. A. O'Neill, A. M. Smith, E. H. T. Thwaites, to No. 99 (B) Squadron, Mildenhall, 29.2.36. M. S. Bocquet, J. W. H. Radice, C. S. Darwood, to No. 111 (F) Squadron, Northolt, 29.2.36. T. M. Evans, A. D. C. Fair, A. W. Fletcher, R. R. Holder, C. G. Isacke, G. F. Lerwill, O. R. C. Moseley, J. B. Russell, to School of Air Navigation, Manston, 29.2.36.

A GREAT WAR GAME

THROUGH the courtesy of the Soviet Ambassador *Flight* was privileged to see the official film record of the large-scale Red Army manoeuvres held round Kiev (Ukraine) last September. It is a most impressive documentary picture and reveals the great Soviet war machine exercising its many and varied arms.

Apart from the air operations, with which we are chiefly concerned, infantry, cavalry, artillery and tanks were shown in action. One saw machine guns with their crews appear literally out of the ground as slabs of turf folded back, and after raking the attackers descend to their subterranean retreats. Great amphibious tanks slid into rivers, swam across, and climbed out with alacrity. Real land battleships—tanks, each with a heavy gun in a turret like a warship's—dashed about at amazing speeds. Troop transport lorries, armoured trains—examples of every mechanical vehicle associated with the modern army showed their paces.

The Soviet Air Force was chiefly represented, so far as one could see, by three types of aeroplane. There were the great four-engined ANT bomber-transports with tandem-wheeled undercarriages and corrugated metal coverings; the R5 general purpose two-seater (this type was much in evidence) and quite up-to-date radial-engined single-seater-fighters.

The open nature of the country permitted even the largest machines to "put down" almost at will. Troops, tanks and armoured cars were landed from the big ANT's, the latter being slung beneath the fuselage. But the most amazing, and at times alarming, sight was the mass descent of parachutists behind the enemy lines. Some of these heroes carried small-arms, and others were in charge of the assembly of machine guns and small field guns, the parts of which had been dropped by special parachutes.

A gas attack from the air on Kiev (simulated by aircraft laying smoke trails) was met with the usual siren shrieks and donning of gas masks by the civil population. A great fea-

SPECIAL RESERVE*General Duties Branch*

P/O. H. F. Remnant is promoted to the rank of Flying Officer (September 30, 1935).

Medical Branch

Flt. Lt. D. S. Buchanan, M.A., M.B., Ch.B., relinquishes his commission on completion of service (February 12).

AUXILIARY AIR FORCE*General Duties Branch*

No. 605 (COUNTY OF WARWICK) (BOMBER) SQUADRON.—Baron Willoughby de Broke, M.C., is granted a commission as Squadron Leader and appointed to the command of the squadron (March 1).

Accountant Branch

No. 605 (COUNTY OF WARWICK) (BOMBER) SQUADRON.—P/O. E. A. Titley is promoted to the rank of Flying Officer (February 5).

Medical Branch

Squadron Leaders.—L. Freeman, to R.A.F. General Hospital, Hinaidi, Iraq; for duty as Medical Officer, 16.2.36. T. R. S. Thompson, to R.A.F. Station, Andover; for duty as Medical Officer, 27.2.36.

Flight Lieutenant.—F. I. G. Tweedie, to School of Army Co-operation, Old Sarum, 28.2.36.

Flying Officer.—W. J. L. Dean, to R.A.F. Station, Biggin Hill, 26.2.36.

Commissioned Engineer Officers

Flying Officer.—B. H. Rolles, to Reception Depot, West Drayton; on appointment to a permanent commission as Flying Officer on probation, 18.2.36.

Chaplains Branch

Rev. P. J. Macken, to R.A.F. Depot, Uxbridge; on appointment to a short service commission, 3.2.36.

ture was made of the speed with which the streets were degassed and the people returned to a normal existence. The existence of bombs appeared, for the time, to have been forgotten.

The finale showed a great review of all units.

Wisdom in—and on—the Air

THE talk on Tuesday of last week in the B.B.C.'s "Conquest of the Air" series was by Mr. Ivor McClure, of the Air Ministry, whose subject was "Safety." Mr. McClure offered no dry facts or platitudinous statements; instead, an immensely entertaining story, in the A. J. Alan manner, of a flight from Scotland to Liverpool in a light aeroplane. The pilot was one whose method of obtaining a weather report before leaving was to glance at the sky and remark, "That should be O.K." The subsequent adventures—coming out of thick cloud to find the machine whistling past sheep on a mountain side, and so forth—made a grand story and contained all sorts of useful morals.

Aerobatting the Hornet

COMMENTING on a statement in the catalogue which it recently issued for the Hornet Moth, the De Havilland Company points out that while the controllability and strength factors of the machine are well in excess of those required for the normal category C. of A., certain additional features have to be embodied in order to qualify for a Certificate of Airworthiness in the aerobatic category.

The Company does not wish to give the impression that the restrictions and provisions of the Certificate of Airworthiness may be abused, and consequently all future catalogues will contain a specific mention to the effect that aerobatics are authorised only on Hornet Moths for which a C. of A. in the aerobatic category has been obtained.